

the adjacent link as the links angle relatively to each other. The main body portions of the links may if desired, be crimped both longitudinally and transversely for reinforcing purposes, as indicated at 19, 20, respectively. If desired, the pintle 10 may be rolled solid as indicated in the modified form of the invention shown in Fig. 9.

The peripheries of the wheels 3, 4, and 5 travel on the main body portions of the links and may be provided with notches 21 for accommodating the pintle receiving elements 11, said notches being sufficiently large to provide ample clearance compensating for any looseness or variation in length of the trackway. Alternatively, the notches 21 may be omitted and the wheels caused to travel on crimps 22 extended at least to a level with the outer surface of said pintle receiving elements, as indicated in Fig. 10.

As shown in Fig. 11, the main body portion of each of the links may be formed with a camber or convexity extending both transversely and longitudinally, thus facilitating turning of the vehicle and its trackway.

To prevent mud or dirt from collecting in the trackway, a plate 23 may be mounted on the wheel axles at each side of the vehicle and may extend below the side portions 12 of the track links as indicated.

The two links last assembled, completing the chain, may be conveniently fastened together by a bolt 24, inserted thru their engaged pintle 10

and receiving loop 11, as indicated in Figs. 4 and 12.

While my invention is particularly useful in conjunction with trailers or carts employed in sugar plantations it will be evident that the utility of the invention is not limited to any particular type of vehicle.

The terms and expressions which I have employed are used as terms of description and not of limitation, and I have no intention, in the use of such terms and expressions, of excluding any equivalents of the features shown and described or portions thereof, but recognize that various modifications are possible within the scope of the invention claimed.

I claim:

An endless trackway for vehicles, said trackway comprising a series of links each of which consists of an integral structure comprising a pintle formed at one end and a pintle receiving element at the other end, and also having side portions extending substantially at right angles to its main body portion, and lugs extending from said side portions at one end and cooperating with lugs on the side portions of the adjoining link for limiting relative rotation of adjacent links in one direction, relative rotation of said links in the opposite direction being limited by engagement of the pintle receiving element of one of said links with the main body portion of the other.

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